

Amendments to the Specification:

Please amend the specification as follows:

-Please amend the paragraph spanning pages 23-24 as follows:

On the other hand, in parallel with the routine of Fig. 2 (described previously) or the modified routine of Fig. 4 (described later), a desired driving torque $Trqds$ arithmetic processing is made so as to properly control vehicle ~~acceleration and thus to properly reduce by decreasingly compensating for~~ thereby reducing the engine output even when the accelerator pedal is depressed by the driver. For instance, in case of $F_{LD}=1$, a desired driving torque $Trqds$ is arithmetically calculated based on both of a driving torque component determined based on accelerator opening Acc and a braking torque component determined based on a sum of front and rear desired wheel-brake cylinder pressure differences ΔPs_F and ΔPs_R . On the contrary, in case of $F_{LD}=0$, desired driving torque $Trqds$ is arithmetically calculated based on only the driving torque component needed to accelerate the host vehicle. At the same time as the output of each command signal corresponding to desired wheel-brake cylinder pressures Ps_{FL} - Ps_{RR} , a command signal corresponding to desired driving torque $Trqds$ is output from the output interface of ECU 8 to driving torque control unit 12.